

MODIFICATION 4 (DW00)

SUMMARY OF CHANGES

(EFFECTIVE 1 NOV 00 THRU 30 APR 01)

1. **GENERAL**. Incorporation of this modification into the Domestic Personal Property Rate Solicitation D-6 (along with all other modifications/updates) constitutes the rate solicitation for the Domestic Winter (DW00) rate cycle.

2. **CHAPTER I - POLICY**

Item 112: Sources of Assistance. Changed telephone numbers to reflect the new telephone numbers at the Hoffman Building.

3. **CHAPTER II - REQUIREMENTS**

Item 200: Rate Filing Requirements. Change telephone number for carrier approvals to reflect the new telephone number at the Hoffman Building.

4. **CHAPTER IV - SCHEDULE OF RATES & CHARGES**

a. **Item 400: Additional Services.**

(1) Pages 4-12/4-13: ILLINOIS.

Deleted entry for CMPSC Granite City (GLAK) due to base closure. The county of Madison becomes the full responsibility of Scott AFB, IL (GKFL).

(2) Pages 4-19/4-20: MISSOURI.

(a) Transferred several Missouri counties (Chariton, Linn, Macon, Monroe, Shelby, & Randolph) originally handled by CMPSC Granite City (GLAK) to Fort Leavenworth (KPAT).

(b) Transferred several Missouri counties (Crawford, Franklin, Gasconade, Montgomery, Warren, & Washington) originally handled by CMPSC Granite City (GLAK) to Fort Leonard Wood (GSAT).

(c) Transferred several Missouri counties (Adair, Clark, Knox, Lewis, Putnam, Schuyler, Scotland, & Sullivan) originally handled by CMPSC Granite City (GLAK) to Rock Island Arsenal (GLAM).

(d) Transferred several Missouri counties (Jefferson, Lincoln, Marion, Pike, Ralls, St. Francois, St. Genevieve, St. Charles, St. Louis, & St. Louis City) originally handled by CMPSC Granite City (GLAK) to Scott AFB (GKFL).

(e) Transferred several Missouri counties (Audrain, Boone, Callaway, Cole, Cooper, Howard, Moniteau, Morgan, & Osage) originally handled by CMPSC Granite City (GLAK) to Whiteman AFB (GTFL).

b. Appendix 4E: SIT Pickup or Delivery Transportation Rates. Rates contained in this appendix were increased 10 percent.

5. CHAPTER VI - INTERSTATE RATE FILING INSTRUCTIONS

Amended to reflect that rate filing schedules are posted on the MTMC Personal Property homepage. Rate schedules and solicitation letters/modifications are no longer mailed.

6. CHAPTER VIII - TERMS & CONDITIONS

Item 804: DOD Approved Carrier. MTMC address changed to reflect the move to the Hoffman Building.

7. CHAPTER IX - ADDITIONAL INFORMATION

Item 900: Listing of Domestic PPSOs and GBLOCs. Deleted CMPSC Granite City from the PPSO listing.

DOMESTIC PERSONAL PROPERTY RATE SOLICITATION D-6

ITEM 112.

SOURCES OF ASSISTANCE

In the event of problems or questions relative to these instructions, PPSOs should contact the appropriate office listed below:

<u>AREA</u>	<u>OFFICE</u>	<u>DSN</u>	<u>COMMERCIAL</u>
Domestic Rates	MTPP-HR	328-3281	(703) 428-3281
Domestic Volume Moves	MTPP-HR	328-3283	(703) 428-3283

DOMESTIC PERSONAL PROPERTY RATE SOLICITATION D-6

CHAPTER II - REQUIREMENTS

ITEM 200.

RATE FILING PREREQUISITESa. DOD Approval.

(1) Prior to participation in the interstate and/or intrastate programs, carriers must obtain DOD approval from HQMTMC. Carriers desiring approval should contact the Carrier Qualifications & Performance Branch (MTPP-HQ) of the Deputy Chief of Staff for Passenger & Personal Property, at (703) 428-3279 for approval requirements and instructions.

(2) A carrier not filing rates for three (3) consecutive rate cycles may have its approval withdrawn, thereby precluding participation in future rate cycles. To obtain approval, the carrier whose approval is withdrawn must reapply in accordance with the paragraph above.

b. Letters of Intent (LOIs). Carriers approved by HQMTMC must submit an LOI, containing the information prescribed in MTMC Pamphlet 55-4, to each PPSO where participation in the domestic personal property program is desired. **A valid LOI must be filed with and accepted by the PPSO before rates can be filed with HQMTMC.** In addition, carriers must comply with the requirements listed below:

(1) ***Interstate Program.*** A carrier must have a valid LOI on file at each PPSO where rates are filed on or before the I/F or L/C deadline date. The LOI deadline date for each rate filing will be provided in the rate solicitation letter prior to each filing cycle. LOIs must reflect authority for all states where rates are filed.

(2) ***Intrastate Program.*** A "lapse in service" carrier must have an accepted LOI (supported by a clear explanation of points and places to be served) on file prior to rate submission. A "newly approved" carrier must submit an LOI to the PPSO where participation is desired prior to rate submission. Rates must be filed at least 60 days prior to the end of the filing cycle.

(3) ***Verification.*** An LOI verification may be performed on all rates filed in the I/F. It is the carrier's responsibility to immediately contact the reporting PPSO if there is an LOI discrepancy or rates are rejected due to a report of an invalid LOI.

(4) The practice of filing rates without valid LOIs is viewed as a violation of its obligation to participate in domestic traffic. Carriers found in violation may be placed in local nonuse under the provision of MTMCR 15-1. Further, repetitive occurrences could result in nationwide nonuse or disqualification under the same regulation.

ITEM 201.

LEGAL REQUIREMENTS

a. Operating Authority. In submitting individual rate records/tenders in response to this rate solicitation, the carrier represents to the Government that service shall be performed in accordance with the rules and regulations of this rate solicitation and the Tender of Service (DOD 4500.34-R, Appendix A, as amended or superceded) filed with HQMTMC. The carrier also acknowledges possession of the required operating authority to transport household goods from, to, or between the places set forth in the carrier's individual rate records/tenders.

DOMESTIC PERSONAL PROPERTY RATE SOLICITATION D-6

GEOGRAPHIC APPLICATION OF RATES AND SCHEDULES FOR THE
ADDITIONAL SERVICE ITEMS NAMED BELOW AND APPENDIX E

AREA APPLICATION	ITEM 402 PK UN/PK MAX PK	ITEM 407 ADDL P/D	ITEM 403 LABOR REG	ITEM 418 ELV S/C L/C	SIT 1ST DAY	ITEM 424 SIT EA ADDL DAY	W/H	APP E SIT P/D
	[PUK] (100A) TO (100U)	[PUD] (105A) AND (105B)	[LAA] (101A)	[LAA] (101B)	[SEE] (112A) TO (112D)	[STR] (145A) (145B)	[STR] (145C)	[PDS]

IDAHO

Fairchild AFB, WA C B 14.85 19.86 A 1.08 .09 2.20 E

(JGFL) Benewah, Bonner, Boundary, Clearwater, Idaho, Kootenai, Latah, Lewis, Nez Perce, Shoshone

Mountain Home AFB, ID E C 21.67 29.32 D 1.31 .10 3.58 H

(JLFL) Ada, Adams, Bannock, Bear Lake, Bingham, Blaine, Boise, Bonneville, Butte, Camas, Canyon, Caribou, Cassia, Clark, Custer, Elmore, Franklin, Fremont, Gem, Gooding, Jefferson, Jerome, Lemhi, Lincoln, Madison, Minidoka, Oneida, Owyhee, Payette, Power, Teton, Twin Falls, Valley, Washington

ILLINOIS

Crane Division, NSWC, F A 12.65 16.72 A .96 .08 1.71 A
Crane, IN

(GONM) Crawford, Edwards, Jasper, Lawrence, Richland, Wabash

NTC Great Lakes, IL M E 40.92 51.81 D 1.93 .13 4.79 Q

(GLNT) Boone, Bureau, Cook, De Kalb, Du Page, Grundy, Kane, Kendall, Lake, La Salle, Lee, McHenry, Ogle, Putnam, Will, Winnebago

Rock Island Arsenal, IL M E 40.92 51.81 D 1.93 .13 4.79 Q

(GLAM) Carroll, Henderson, Henry, Jo Daviess, Knox, Mercer, Rock Island, Stephenson, Warren, Whiteside

DOMESTIC PERSONAL PROPERTY RATE SOLICITATION D-6

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MISSISSIPPI

Columbus AFB, MS	A	A	12.32	16.06	A	.96	.08	1.71	A
(FNFL) Attala, Bolivar, Calhoun, Carroll, Chickasaw, Choctaw, Clay, Grenada, Holmes, Humphreys, Itawamba, Lee, Leflore, Lowndes, Monroe, Montgomery, Noxubee, Oktibbeha, Pontotoc, Sunflower, Tallahatchie, Washington, Webster, Winston, Yalobusha									
Keesler AFB, MS	A	A	12.32	16.06	A	1.22	.09	1.82	F
(FMFL) Amite, Covington, Forrest, Franklin, George, Greene, Hancock, Harrison, Jackson, Jefferson Davis, Jones, Lamar, Lawrence, Lincoln, Marion, Pearl River, Perry, Pike, Stone, Walthall, Wayne, Wilkinson									
NAS Meridian AFB, MS	A	A	12.32	16.06	A	.96	.08	1.71	A
(FNNT) Adams, Claiborne, Clarke, Copiah, Hinds, Issaquena, Jasper, Jefferson, Kemper, Lauderdale, Leake, Madison, Neshoba, Newton, Rankin, Scott, Sharkey, Simpson, Smith, Warren, Yazoo									
NSA Memphis, TN	D	A	13.48	17.88	A	1.22	.09	2.20	E
(FDNT) Alcorn, Benton, Coahoma, De Soto, Lafayette, Marshall, Panola, Prentiss, Quitman, Tate, Tippah, Tishomingo, Tunica, Union									

MISSOURI

Ft Leavenworth, KS	H	C	30.20	39.60	D	1.31	.10	3.69	M
(KPAT) Andrew, Atchison, Bates, Buchanan, Caldwell, Carroll, Cass, Chariton, Clay, Clinton, Daviess, De Kalb, Gentry, Grundy, Harrison, Holt, Jackson, Linn, Livingston, Macon, Mercer, Monroe, Nodaway, Platte, Randolph, Ray, Shelby, Worth									
Ft Leonard Wood, MO	G	C	24.20	32.07	C	1.22	.09	3.08	M
(GSAT) Barry, Barton, Camden, Cedar, Christian, Crawford, Dade, Dallas, Dent, Douglas, Franklin, Gasconade, Greene, Howell, Jasper, Laclede, Lawrence, McDonald, Maries, Miller, Montgomery, Newton, Oregon, Ozark, Phelps, Polk, Pulaski, Shannon, Stone, Taney, Texas, Vernon, Warren, Washington, Webster, Wright									

DOMESTIC PERSONAL PROPERTY RATE SOLICITATION D-6

GEOGRAPHIC APPLICATION OF RATES AND SCHEDULES FOR THE
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	[PUK] (100A) TO (100U)	[PUD] (105A) AND (105B)	[LAA] (101A)	[LAA] (101B)	[SEE] (112A) TO (112D)	[STR] (145A) (145B)	[STR] (145C)	[PDS]

MISSOURI (continued)

Little Rock AFB, AR G C 24.20 32.07 B 1.22 .09 3.08 M
(HVFL) Butler, Carter, Dunklin, Mississippi, New Madrid, Pemiscot, Ripley

Rock Island Arsenal, IL G C 24.20 32.07 B 1.22 .09 3.08 M
(GLAM) Adair, Clark, Knox, Lewis, Putnam, Schuyler, Scotland, Sullivan

Scott AFB, IL G C 24.20 32.07 B 1.22 .09 3.08 M
(GKFL) Bollinger, Cape Girardeau, Iron, Jefferson, Lincoln, Madison, Marion, Perry, Pike, Ralls, Reynolds, Scott, St. Charles, St. Francois, St. Genevieve, St. Louis, St. Louis City, Stoddard, Wayne

Whiteman AFB, MO G C 30.20 39.60 D 1.22 .09 3.69 M
(GTFL) Audrain, Benton, Boone, Callaway, Cole, Cooper, Henry, Hickory, Howard, Johnson, Lafayette, Moniteau, Morgan, Osage, Pettis, Saint Clair, Saline

MONTANA

Malmstrom AFB, MT G E 26.57 33.99 D 1.25 .10 4.90 K
(JNFL) Beaverhead, Big Horn, Blaine, Broadwater, Carbon, Carter, Cascade, Chouteau, Custer, Daniels, Dawson, Deer Lodge, Fallon, Fergus, Flathead, Gallatin, Garfield, Glacier, Golden Valley, Granite, Hill, Jefferson, Judith Basin, Lake, Lewis and Clark, Liberty, Lincoln, McCone, Madison, Meagher, Mineral, Missoula, Musselshell, Park, Petroleum, Phillips, Pondera, Powder River, Powell, Prairie, Ravalli, Richland, Roosevelt, Rosebud, Sanders, Sheridan, Silver Bow, Stillwater, Sweet Grass, Teton, Toole, Treasure, Valley, Wheatland, Wibaux, Yellowstone

NEBRASKA

F E Warren AFB, WY B A 13.75 18.87 A 1.00 .08 1.98 B
(JQFE) Banner, Box Butte, Chase, Cheyenne, Dawes, Deuel, Dundy, Frontier, Garden, Hayes, Hitchcock, Keith, Kimball, Lincoln, Morrill, Perkins, Red Willow, Scotts Bluff, Sheridan, Sioux

DOMESTIC PERSONAL PROPERTY RATE SOLICITATION D-6

CHAPTER IV

APPENDIX E

[PDS]

**PICKUP OR DELIVERY TRANSPORTATION
RATES APPLYING ON SIT SHIPMENTS**

(Subject to applicable rules)

(See Item 400 for geographical application of the rate schedules in this chapter.)

DOMESTIC PERSONAL PROPERTY RATE SOLICITATION D-6**APPLICATION**

a. Pickup at origin means transportation from origin residence to warehouse at point of origin. Delivery on SIT means transportation from warehouse to destination residence.

b. Rates are in dollars and cents per hundred pounds, subject to the minimum weights as provided in applicable rules, and rates herein shall be based on the higher minimum weight applicable, except for pickup or delivery of portions of a shipment, such rates shall be based on net weight of the portion of a shipment, subject to a 500-pound minimum.

c. Rates shown below apply as follows, depending upon location of warehouse when point of original pickup or final delivery and warehouse are both located within the same municipality or within a distance of 30 miles or less:

(1) For pickup of shipment at residence and transportation to the warehouse at origin for SIT, or

(2) For delivery of shipments from the warehouse to final destination, or

(3) In the event that a shipment is stored at origin in accordance with Paragraph a. above, and, in addition is stored at destination in accordance with paragraph b. above, or if shipment is stored at a warehouse intermediate to either origin or destination, a separate charge for each service shall be assessed. However, not more than one origin charge, one intermediate charge, and one destination charge shall be applicable for a single shipment.

NOTE 1: For rates to apply when points are not within the same municipality or not within a distance of 30 miles or less, apply rates in Appendix A, B, C, or D of this chapter, whichever is applicable, except when the rate in Appendix E is higher according to the appropriate PPSO delivery location.

NOTE 2: Break point indicates weight at which a lower charge develops by use of lowest weight and applicable rate in the next higher weight bracket. (See Item 301 for application of break point weights (BPW).)

NOTE 3: The line-haul rate percentage applies from origin to destination area shown in Consignee Block (block 18) of PPGBL, regardless to location of SIT facility. Mileage is computed from origin to destination SIT facility.

NOTE 4: When shipments are delivered to a SIT facility, the SIT and related charges applying at the SIT point shall be applicable.

NOTE 5: The carrier should use the carrier's DOD approved agent facility located nearest the destination city or installation shown in block 18. **Should the carrier use a more distant facility for convenience, SIT and related charges shall be based on the carrier's agent nearest available DOD approved facility.** Storage at a more distant facility for carrier's convenience should be annotated on the DD Form 619 by the PPSO. The nearest available carrier's agent DOD-approved storage facility is defined as follows: That carrier's agent facility which has DOD approval, has space for the shipment, and is accepting DOD traffic from the carrier. If the agent refuses to accept a shipment, e.g., because of the carrier's refusal to provide a waiver and/or to the carrier's poor payment history, the agent's facility shall be considered "available" for purpose of determining charges irrespective of what destination warehouse the carrier uses.

DOMESTIC PERSONAL PROPERTY RATE SOLICITATION D-6

PICKUP OR DELIVERY TRANSPORTATION
RATES APPLYING ON SIT SHIPMENTS

<u>SCHEDULES OF APPLICABLE CHARGES</u>				<u>RATES PER CWT</u> (in dollars & cents)
<u>SCHEDULE A:</u>	500 to 999 lbs. inclusive	(BPW: 588 lbs.)		15.35
	1,000 to 1,999 lbs. inclusive	(BPW: 1,683 lbs.)		9.02
	2,000 to 3,999 lbs. inclusive	(BPW: 3,421 lbs.)		7.59
	4,000 lbs. and over			6.49
<u>SCHEDULE B:</u>	500 to 999 lbs. inclusive	(BPW: 559 lbs.)		17.33
	1,000 to 1,999 lbs. inclusive	(BPW: 1,682 lbs.)		9.68
	2,000 to 3,999 lbs. inclusive	(BPW: 3,514 lbs.)		8.14
	4,000 lbs. and over			7.15
<u>SCHEDULE C:</u>	500 to 999 lbs. inclusive	(BPW: 575 lbs.)		18.21
	1,000 to 1,999 lbs. inclusive	(BPW: 1,685 lbs.)		10.45
	2,000 to 3,999 lbs. inclusive	(BPW: 3,601 lbs.)		8.80
	4,000 lbs and over			7.92
<u>SCHEDULE D:</u>	500 to 999 lbs. inclusive	(BPW: 588 lbs.)		19.58
	1,000 to 1,999 lbs. inclusive	(BPW: 1,656 lbs.)		11.50
	2,000 to 3,999 lbs. inclusive	(BPW: 3,561 lbs.)		9.52
	4,000 lbs. and over			8.47
<u>SCHEDULE E:</u>	500 to 999 lbs. inclusive	(BPW: 597 lbs.)		21.12
	1,000 to 1,999 lbs. inclusive	(BPW: 1,607 lbs.)		12.60
	2,000 to 3,999 lbs. inclusive	(BPW: 3,696 lbs.)		10.12
	4,000 lbs. and over			9.35
<u>SCHEDULE F:</u>	500 to 999 lbs. inclusive	(BPW: 610 lbs.)		22.66
	1,000 to 1,999 lbs. inclusive	(BPW: 1,618 lbs.)		13.81
	2,000 to 3,999 lbs. inclusive	(BPW: 3,468 lbs.)		11.17
	4,000 to 7,999 lbs. inclusive	(BPW: 7,728 lbs.)		9.68
	8,000 lbs. and over			9.35
<u>SCHEDULE G:</u>	500 to 999 lbs. inclusive	(BPW: 628 lbs.)		23.93
	1,000 to 1,999 lbs. inclusive	(BPW: 1,612 lbs.)		15.02
	2,000 to 3,999 lbs. inclusive	(BPW: 3,382 lbs.)		12.10
	4,000 to 7,999 lbs. inclusive	(BPW: 7,312 lbs.)		10.23
	8,000 lbs. and over			9.35

DOMESTIC PERSONAL PROPERTY RATE SOLICITATION D-6

<u>SCHEDULES OF APPLICABLE CHARGES</u>			<u>RATES PER CWT</u> (in dollars & cents)
<u>SCHEDULE H:</u>	500 to 999 lbs. inclusive	(BPW: 630 lbs.)	25.69
	1,000 to 1,999 lbs. inclusive	(BPW: 1,620 lbs.)	16.17
	2,000 to 3,999 lbs. inclusive	(BPW: 3,295 lbs.)	13.09
	4,000 to 7,999 lbs. inclusive	(BPW: 6,939 lbs.)	10.78
	8,000 lbs. and over		9.35
<u>SCHEDULE I:</u>	500 to 999 lbs. inclusive	(BPW: 633 lbs.)	27.39
	1,000 to 1,999 lbs. inclusive	(BPW: 1,620 lbs.)	17.33
	2,000 to 3,999 lbs. inclusive	(BPW: 3,279 lbs.)	14.03
	4,000 to 7,999 lbs. inclusive	(BPW: 6,508 lbs.)	11.50
	8,000 lbs. and over		9.35
<u>SCHEDULE J:</u>	500 to 999 lbs. inclusive	(BPW: 641 lbs.)	29.26
	1,000 to 1,999 lbs. inclusive	(BPW: 1,613 lbs.)	18.76
	2,000 to 3,999 lbs. inclusive	(BPW: 3,244 lbs.)	15.13
	4,000 to 7,999 lbs. inclusive	(BPW: 6,566 lbs.)	12.27
	8,000 lbs. and over		10.07
<u>SCHEDULE K:</u>	500 to 999 lbs. inclusive	(BPW: 651 lbs.)	30.97
	1,000 to 1,999 lbs. inclusive	(BPW: 1,607 lbs.)	20.13
	2,000 to 3,999 lbs. inclusive	(BPW: 3,252 lbs.)	16.17
	4,000 to 7,999 lbs. inclusive	(BPW: 6,528 lbs.)	13.15
	8,000 lbs. and over		10.73
<u>SCHEDULE L:</u>	500 to 999 lbs. inclusive	(BPW: 665 lbs.)	31.79
	1,000 to 1,999 lbs. inclusive	(BPW: 1,620 lbs.)	21.12
	2,000 to 3,999 lbs. inclusive	(BPW: 3,203 lbs.)	17.11
	4,000 to 7,999 lbs. inclusive	(BPW: 6,587 lbs.)	13.70
	8,000 lbs. and over		11.28
<u>SCHEDULE M:</u>	500 to 999 lbs. inclusive	(BPW: 650 lbs.)	33.11
	1,000 to 1,999 lbs. inclusive	(BPW: 1,607 lbs.)	21.51
	2,000 to 3,999 lbs. inclusive	(BPW: 3,249 lbs.)	17.27
	4,000 to 7,999 lbs. inclusive	(BPW: 7,310 lbs.)	14.03
	8,000 lbs. and over		12.82
<u>SCHEDULE N:</u>	500 to 999 lbs. inclusive	(BPW: 647 lbs.)	36.25
	1,000 to 1,999 lbs. inclusive	(BPW: 1,625 lbs.)	23.43
	2,000 to 3,999 lbs. inclusive	(BPW: 3,226 lbs.)	19.03
	4,000 to 7,999 lbs. inclusive	(BPW: 7,198 lbs.)	15.35
	8,000 lbs. and over		13.81

DOMESTIC PERSONAL PROPERTY RATE SOLICITATION D-6

<u>SCHEDULES OF APPLICABLE CHARGES</u>			<u>RATES PER CWT</u> (in dollars & cents)
<u>SCHEDULE O:</u>	500 to 999 lbs. inclusive	(BPW: 652 lbs.)	39.00
	1,000 to 1,999 lbs. inclusive	(BPW: 1,620 lbs.)	25.41
	2,000 to 3,999 lbs. inclusive	(BPW: 3,241 lbs.)	20.57
	4,000 to 7,999 lbs. inclusive	(BPW: 7,208 lbs.)	16.67
	8,000 lbs. and over		15.02
<u>SCHEDULE P:</u>	500 to 999 lbs. inclusive	(BPW: 653 lbs.)	42.13
	1,000 to 1,999 lbs. inclusive	(BPW: 1,609 lbs.)	27.50
	2,000 to 3,999 lbs. inclusive	(BPW: 3,244 lbs.)	22.11
	4,000 to 7,999 lbs. inclusive	(BPW: 7,215 lbs.)	17.93
	8,000 lbs. and over		16.17
<u>SCHEDULE Q:</u>	500 to 999 lbs. inclusive	(BPW: 655 lbs.)	45.05
	1,000 to 1,999 lbs. inclusive	(BPW: 1,609 lbs.)	29.48
	2,000 to 3,999 lbs. inclusive	(BPW: 3,258 lbs.)	23.71
	4,000 to 7,999 lbs. inclusive	(BPW: 7,157 lbs.)	19.31
	8,000 lbs. and over		17.27
<u>SCHEDULE R:</u>	500 to 999 lbs. inclusive	(BPW: 674 lbs.)	35.59
	1,000 to 1,999 lbs. inclusive	(BPW: 1,849 lbs.)	23.98
	2,000 to 3,999 lbs. inclusive	(BPW: 3,842 lbs.)	22.17
	4,000 to 7,999 lbs. inclusive	(BPW: 6,967 lbs.)	21.29
	8,000 to 11,999 lbs. inclusive	(BPW: 10,576 lbs.)	18.54
	12,000 lbs. and over		16.34

DOMESTIC PERSONAL PROPERTY RATE SOLICITATION D-6

CHAPTER VI - INTERSTATE RATE FILING INSTRUCTIONS

ITEM 600.

PURPOSE

These instructions provide procedures, automated filing formats, and other information required to properly file voluntary rates. Rates will be filed in conjunction with this rate solicitation and modification letters issued every 6 months on behalf of carriers engaging in the movement of Department of Defense (DOD) and U.S. Coast Guard (USCG)-sponsored shipments of household goods within the continental United States (the 48 contiguous states and Alaska). Detailed instructions, formats, and error descriptions/codes for rate filings and cancellations are provided in this chapter. Carriers filing rates in response to a HQMTMC rate solicitation will use these instructions in conjunction with rate solicitation modifications to ensure a totally responsive rate filing.

ITEM 601.

INDUSTRY RATE SUBMISSIONS

a. **Carriers are solely responsible for the submission and quality control of their rates. The failure of submissions to actually arrive in the anonymous File Transfer Protocol (FTP) computer at HQMTMC by the designated filing date will result in nonacceptance of the submissions.** Carriers/ADP agent are responsible for the selection and actions of their on-line service provider. Carriers are also responsible for any internal company computer security and control/use of issued passwords for access to the FTP computer. HQMTMC may, however, grant carriers/ADP agent one additional opportunity, within 4 working hours after notification by HQMTMC, to submit a new FTP file if the original file fails to process or complete loss in transmission before the filing deadline is proven. HQMTMC will produce a summary of rates on each FTP file submitted. An analysis will be completed to identify any major problem, such as lack of interstate DOD approval for a particular SCAC, rejection of total rate field, etc. HQMTMC does not guarantee that all rejections and/or errors will be identified through this analysis.

b. I/F, M/T, or L/C rates may be filed with HQMTMC prior to the designated dates. Carriers discovering mistakes in rates submitted before the designated date may add, delete, change, or correct such rates in accordance with Item 616b(1). The latest FTP submission received on or before the applicable I/F, M/T, or L/C filing deadline will prevail as the carrier's rate filing. However, where multiple rates are actually processed, Item 602 will apply.

c. FTP files or individual rate records which are not properly prepared or submitted in accordance with provisions of this chapter will be rejected.

ITEM 602.

USE OF ADP AGENTS

Carriers using ADP agents are required to restrict their use to one agent and are responsible for the actions of that agent, with regards to rate submissions. Multiple files submitted by one or more ADP agents containing rates for the same origin/destination record will result in the acceptance of the first submission by HQMTMC before the required designated date for processing. Carriers are solely responsible for the accuracy of their submitted rates.

DOMESTIC PERSONAL PROPERTY RATE SOLICITATION D-6

ITEM 603.

TIME OF SUBMISSIONS

These dates represent the receipt cutoff times for carrier submissions to be considered responsive to the applicable solicitation. **Submissions, in response to any designated filing date posted on the Personal Property homepage, must arrive at the anonymous FTP file at HQMTMC prior to 12:00midnight, Eastern Standard Time, on the designated date.** If the date falls on a Federal holiday, the designated date will be the next Government workday. Failure to submit FTP transmissions by the designated rate filing deadlines will result in the carrier being nonresponsive and the rates not being accepted.

ITEM 604.

LATE SUBMISSION OF FTP FILE

a. **I/F and M/T Filing Submissions:** An I/F or M/T FTP file received after the designated filing deadline will result in the carrier being nonresponsive and the rates not being accepted. This will preclude participation in the I/F-M or M/T-B, as appropriate. Carriers missing the I/F rate filing may submit rates in the L/C.

b. **L/C Filing Submission:** An L/C FTP file, including those containing added or cancelled individual rate records, will be considered for the appropriate update filing period (L/C-1, L/C-2, L/C-3 or L/C-4), depending upon which filing deadline the FTP file is received. For example, if an FTP file is received after the filing deadline of the L/C-1, L/C-2 or L/C-3 filing, it will be returned unprocessed and may be submitted in the next L/C.

ITEM 605.

INDIVIDUAL RATE RECORDS

Each rate record should be constructed to stand alone without regard to individual rate records for other origin/destination and code of service combinations. Each individual solicitation stands alone, is not influenced by prior practices or procedures, and will not be subject to modification prior to and subsequent to the deadline and acceptance stipulated, unless specifically modified by HQMTMC for the mutual benefit of all parties by letter or telegram prior to the solicitation deadline.

ITEM 606.

RESERVED FOR FUTURE USE

ITEM 607.

EFFECTIVE PERIOD FOR ACCEPTED RATES

a. Rates, accepted by HQMTMC, must remain in effect until the Letter of Intent/Cancellation (L/C) submission, but cannot be in effect for more than the duration of the rate cycle.

(1) All rates accepted by HQMTMC for November 1 or the effective date of the L/C filing submission will expire at 11:59 p.m., April 30, unless cancelled earlier.

(2) All rates accepted by HQMTMC for May 1 or the effective date of the L/C filing submission will expire at 11:59 p.m., October 31, unless cancelled earlier.

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ITEM 608.

NEW APPROVALS

a. Newly Approved Carrier. A newly approved DOD/USCG carrier may M/T another carrier's rates currently on file at HQMTMC for a given PPSO during any L/C submission. **A carrier must have an accepted valid LOI on file prior to filing rates**

b. Expansion of Operating Authority. An approved DOD/USCG carrier gaining new authority to serve more states may M/T another carrier's rates to those states during any L/C submission. **A carrier must have an accepted valid LOI on file, which includes the additional authority, prior to filing rates**

ITEM 609.

CROSS-FILING

a. M/T Submission. Carriers may cross-file between Code 1 service and Code 2 service (or vice versa).

b. Procedures. Cross-filing is identified by meeting another carrier's Code 2 service by a Code 1 service (and vice versa).

ITEM 610.

DUALITY

Two or more rates of a carrier, submitted during the same filing cycle for the same code of service and the same origin/destination combinations (dual rates) are not permitted. However, a Code 1 rate will not be considered dual with a Code 2 rate (and vice versa).

ITEM 611.

NAME/OWNERSHIP CHANGE

a. When a carrier undergoes a name and/or ownership change, the carrier must maintain existing rates or cancel them during the L/C submission.

(1) Name Change: For administrative purposes, a carrier will continue to use the old name and SCAC reference until the end of the existing cycle. For the following cycle, the carrier will use the new name and SCAC reference. Carriers are required to obtain approval by HQMTMC, and new LOIs must be filed at each PPSO served to show the carrier's new name.

(2) Ownership Change: The carrier must notify HQMTMC of a change in ownership and, after acceptance by HQMTMC, new LOIs must be filed at each PPSO served. Carriers may continue the existing rates filed by the previous management or cancel them during the L/C submission.

ITEM 612.

ORIGINS

Origin installations (PPSOs) must be specified by the appropriate four-character alphabetic code (GBLOC) representing each PPSO as shown in Chapter IX. Failure to use the correct code will result in the rejection of individual rate records or the acceptance of rates for the wrong origin PPSO.

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ITEM 613.

DESTINATIONS

a. The following procedures apply to all destinations for which individual rate records are filed:

(1) Any destination state must be specified by the appropriate two-letter postal abbreviation representing each state.

(2) If a carrier chooses to serve a destination state, then the carrier must serve the destination state in its entirety.

(3) Rates filed under the provisions of CARTS have no intrastate application. Therefore, if a carrier lists the destination state in which the origin installation resides, the shipment must originate in another state within the origin's consignment authority and must be delivered into the destination state listed (i.e., interstate shipment).

ITEM 614.

RESERVED FOR FUTURE USE

ITEM 615.

ORIGIN/DESTINATION COMBINATIONS

Area of responsibility to destination state will be the only filing option (origin/destination combination) allowed. Only one individual rate record for each origin/destination and code of service combination will be permitted.

ITEM 616.

RATE FILING PROCEDURES

a. General. Rates will be submitted to HQMTMC by FTP. Carriers are solely responsible for the proper preparation, and submission of their FTP transmissions in accordance with the procedures and formats prescribed within these instructions. Carriers are responsible for establishing quality control procedures that permit the review of rates prior to actual submission to HQMTMC. Filing deadlines will be established by HQMTMC, and carriers will be notified of these dates via a rate filing schedule posted on the Personal Property homepage prior to each filing cycle. Failure to submit FTP transmissions by the designated filing deadlines will result in the carrier being nonresponsive and the rates not being accepted.

(1) **Procedures for Rate Filing Via FTP**. Rates may be submitted during each phase within the rate filing cycle. FTP Electronic transmissions, in response to any designated filing date, must arrive at the anonymous FTP file at HQMTMC prior to 12:00 midnight, Eastern Standard Time, on the designated date. FTP transmissions can be made daily to update the file until the disclosure date. Only one set of rates per carrier, per channel, per day, may be submitted. Each rate filing cycle will be subject to edit and validation criteria, prior to acceptance or rejection. **Upon closure of the designated rate filing date, rates may not be changed**

b. Rate Filing. I/F, M/T or L/C rates may be filed with HQMTMC prior to the designated dates. Carriers discovering mistakes in rates submitted before the designated date may, if they so desire, add, delete, change, or correct such rates. The latest FTP submission received on or before the applicable I/F, M/T or L/C filing date will prevail as the carrier's rate filing. However, where multiple rates are actually processed, Item 602 will apply.

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(1) **Correction of FTP Files Submitted Prior to the Filing Deadline** Carriers/ADP agents who desire to add, delete, or change individual rate records previously filed must submit a replacement FTP file. ADP agents must resubmit the rates of all carriers contained on the original submission, which includes the affected carrier's rates. Replacement rates submitted prior to the applicable filing deadline will be accepted and will replace the FTP file previously filed. Only one replacement file is allowed in each filing. Rate submissions submitted after the filing deadline will not be processed.

c. **Rate Percentages.** All rate submissions must be prepared using the exact format specified in this chapter. Voluntary individual rate records must be expressed as "percentage of" the baseline rates contained in the rate solicitation and not as "percentage off" the baseline rates. Also, individual rate records must be expressed in full percentages (i.e., 095; 100; 110), and not as fractions (i.e., 95.2; .95). Leading zero(s) must be used when expressing a "percentage of" less than 100 percent. Where no rate is filed, the rate field must be left blank, since "000" will be construed as an actual filing.

(1) Rates for interstate application will be filed as a percentage of the baseline rates. A carrier who desires to serve a PPSO may offer service at any percentage above, below, or equal to the baseline rates contained in the rate solicitation. **The percentage filed will cover all aspects of the shipment except the following reweigh; additional shipment charges; third party services; ferry, bridge and service charges; full replacement protection; SIT and warehouse handling at destination; delivery out of SIT at destination; any accessorial services performed in connection with destination SIT, and packing inspection for shipments out of nontemporary storage warehouses and SIT warehouses, in certain instances.**

(2) **Tariff to Individual Rate Record Conversion.** Carriers cannot submit a percentage of their commercial interstate tariff nor a percentage of any other rate basis as a substitute for the rate solicitation. Carriers' individual rate records must provide rates which are not greater in application than the correlative rates in their interstate commercial tariffs.

d. **I/F Filing:**

(1) **General.** There are two I/F cycles per year. During each filing cycle, competitive rate levels are established to move DOD/USCG personal property shipments within CONUS (including Alaska). The I/F cycle provides carriers maximum flexibility to establish the specific, compensatory rates at which they desire to move personal property shipments from any origin PPSO to any destination state. Filing deadlines are announced via a rate filing schedule posted on the Personal Property homepage prior to each I/F cycle.

(a) **I/F-A (Initial Submission):** The individual rate records, contained in the prescribed automated format, will be subject to edit and validation criteria. Carriers will have one opportunity to review and change rates which pass the editing and validation criteria (but did not reflect what the carrier intended to file), add rates which were unintentionally omitted in the I/F-A submission, and correct I/F-A rejected rates. Carriers may submit the changed, the added, and/or corrected rejected rates in the I/F-M.

(b) **I/F-M (Change/Correction Submission).** Rates filed in the I/F-M will only be the changed, the added, and/or the corrected rejected rates. All rates which have previously passed the editing and validation criteria in the I/F-A that the carrier does not desire to change will be considered accepted. The individual rate records contained in the I/F-M will again be subject to the same editing and validation criteria as in the I/F-A. ADP agents do not need to submit the rates of carriers not exercising this option that were filed in the original submission.

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NOTE: In the event the I/F-M submission contains an incorrect carrier's SCAC, the appropriate carrier or ADP firm who submitted the rates will have two working days from the date of notification to submit a correct rate submission. If the carrier or designated ADP firm fails to replace the rates before the deadline or the replacement submission still contains an incorrect carrier's SCAC, the rates shall be voided from further consideration in the I/F-M. This situation will constitute a second or final rejection for the carriers involved and the rates which passed the I/F-A editing and validation criteria for these carriers will be considered accepted.

e. M/T Filing.

(1) **General.** There is a M/T filing submission in conjunction with each I/F submission. The M/T provides carriers with the opportunity to precisely adjust their rates downward to (equal) the lower rates of other carriers established during the I/F cycle. Carriers may remain at their initial rate. **In order to participate in the M/T, a carrier must have an accepted individual rate record established in the I/F cycle.**

(2) **M/T-A (Initial Submission).** The individual rate records contained in the prescribed automated format will be subject to edit and validation criteria. Carriers will have one opportunity to add rates that were unintentionally omitted from the M/T-A and to correct M/T-A rejected rates in the M/T-B. Carriers may not change rates that passed the edit and validation criteria in the M/T-A.

(3) **M/T-B (Correction Submission).** **Rates filed in the M/T-B must only include the added and the corrected rejected rates.** All rates that have previously passed the edit and validation criteria in the M/T-A will be considered accepted. The individual rate records will be subject to the same editing and validation criteria as in the M/T-A.

NOTE 1: M/T rates may be filed only for those individual records (i.e., origin/destination and code of service combinations) for which a carrier has an accepted I/F rate record.

NOTE 2: A carrier's rate record accepted in the I/F will automatically remain in effect if the carrier does not participate in the M/T or the M/T record is rejected.

NOTE 3: An accepted M/T rate replaces the I/F submission. The I/F rate will no longer apply.

f. LOI/Cancellation Submission (L/C). There are four L/C submissions allowed each filing cycle. The filing deadlines for these submissions will be announced in the rate filing schedule posted on the Personal Property homepage prior to each filing cycle. The L/C filing submissions provide carriers newly approved at an installation, including those meeting the expansion in operating authority provision, with the opportunity to precisely meet (equal) the rates of other carriers during the 6-month rate cycle, and provides carriers with the opportunity to cancel existing rates. When a carrier cancels an accepted rate, the carrier will be considered serving at its next lowest applicable rate.

ITEM 617.

CANCELLATION OF RATES

a. M/T Submission. Rates, accepted in the I/F, will be considered cancelled when the carrier meets another carrier's rate for an origin/destination and code of service combination. Otherwise, rates filed in the I/F will remain in effect, unless the rates are cancelled in the L/C.

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b. L/C Cancellation Submission. Carriers will be allowed to cancel rates one time during each cycle. Carriers will submit these cancellations in the prescribed automated format shown in this chapter.

ITEM 618.

PERSONAL PROPERTY RATES ON-LINE (PPROL)

a. PPROL allows carriers filing rates independently and ADP agents to access their approved or rejected rates on the HQMTMC Internet Homepage. The user accesses rates on-line through the use of a 4-character company code and a 7-character password. For each rate filing cycle, the accepted and rejected I/F, M/T and L/C rates will be available for review. The filing schedule specifies the dates rates are to be released by HQMTMC. L/C rates and cancellations will be released not less than one week from the appropriate filing deadline. To facilitate in M/T filing, the I/F "low three" rate report will contain the three lowest rates from each GBLOC to each destination state. If there is more than one carrier at each of the three low rates, the first two carrier SCAC codes (by alphabetical order) will be shown, followed by the number of carriers at that rate level. Carriers may locate additional rate information on the Total I/F Accepted Rates Report. The final I/F, M/T and L/C rates report will be put on the PPROL, under the heading "Public File."

b. Public File. Other interested parties (i.e., carriers not filing rates independently) may view rates on the HQMTMC Internet Homepage Public File area. For each rate filing cycle, final accepted rates will be available.

c. Homepage Address. The HQMTMC Internet Homepage address is <http://www.mtmc.army.mil>.

ITEM 619.

ERROR DESCRIPTIONS

The information shown on the CARTS error/rejection listing outlined below defines the submission of erroneous individual rate records rejected due to error. The error message will be shown for rejected rates as follows:

<u>ERROR CODE</u>	<u>DESCRIPTION</u>
1	Missing Code. A required data element field was not entered.
2	Must be Alphabetic. The data element field contains characters which are not alphabetic.
3	Invalid Code. The data element field was not a valid code for that field.
5	Must be between 000-999 with leading zeros. This rate percentage must be numeric between 000 and 999. Leading zeros must be used for percentages below 100. Example: 75 percent must be entered "075"
7	Duality. Record already exists. Trying to add a record which is already on file for this SCAC, origin/destination, and code of service combination which is not on file and which, Therefore, cannot be cancelled.
8	Improper Cancellation, No Match on File. This SCAC, origin/destination, and code of service combination is not on file and, therefore, cannot be cancelled.

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<u>ERROR CODE</u>	<u>DESCRIPTION</u>
9	Improper Me-too, No Match on File. This SCAC, origin/destination and code of service combination being met is not on file.
11	Must Equal 1 or 2. Code of service or M/T code of service must equal a "1" or "2."
12	Record Already Cancelled. This individual rate record was already cancelled in a previous L/C filing cycle.
13	Must Equal "C." To cancel a rate record, the cancellation code must equal a "C."
14	No Interstate DOD Approval For This SCAC. Carrier does not have interstate approval.
15	No Record Filed During the I/F Cycle. Must have an I/F record on file for this SCAC, origin/destination, and code of service combination in order to participate in the M/T.
16	Duplicate Key Fields Records Rejected. The same SCAC, origin GBLOC, destination state, and code of service was coded two or more times in the same filing. All of these records are rejected.
17	M/T Rates Do Not Match Rates On File. The rates entered to meet (M/T) this SCAC, origin/destination, and code of service combination do not match the current rates on file for this combination.
19	Can't M/T a Cancelled Rate. A rate that has been cancelled can't be me-toosed.
20	Invalid Filing, M/T Record Already Exists: Only one M/T rate for a SCAC, GBLOC, destination state, and code of service can be filed.
21	Can't M/T A Rate Higher Than Your I/F. I/F rate can't be increased by a M/T filing.
25	Can't M/T SCAC Without LOI/Operating Authority.
28	No Approval to Alaska for this Code of Service.
29	No Approval From Alaska for this Code of Service.
30	Can't File M/T Without I/F LOI/Operating Authority. Rate filed for the carrier was removed during LOI update for lack of LOI or proper operating authority or both.
31	Can't Cancel A Rate Deleted For No LOI. The rate was removed during the LOI update for lack of LOI or proper operating authority or both.
34	CARTS Rates Apply to Interstate Service Only. Rates shown from an Alaska installation to AK do not apply for interstate service.
35	Cannot Lower Rates for Cycle.

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CHAPTER VIII - TERMS & DEFINITIONS

ITEM 800. **AREA OF RESPONSIBILITY (AOR)**: A specially defined geographic area established for the purpose of assigning responsibilities to selected DOD installations for the procurement of transportation, storage, and related services. Areas of responsibility are shown in Item 400.

ITEM 801. **CODES OF SERVICE**: Alphanumeric codes established by the DOD to designate different methods of shipments. As applicable to the movement of domestic DOD household goods, these codes are:

a. **Motor Van (Code 1)**: Movement of household goods in a motor van from origin residence/warehouse to destination residence/warehouse.

b. **Container (Code 2)**: Movement of household goods in containers from origin residence/warehouse to destination residence/warehouse.

ITEM 802. **COMMODITY DESCRIPTION**: The description of property to which rates, charges, rules, and regulations apply is that class of property designated as a commodity under the following commodity description: USED HOUSEHOLD GOODS--consisting of personal effects and property used or to be used in a dwelling when a part of the equipment or supply of such dwelling.

ITEM 803. **CONSOLIDATED SHIPMENT**: Multiple shipments belonging to several members, released at the same valuation, offered to the carrier at one time for pickup on the same day or consecutive days, for the movement from one origin area to the same destination or multiple destinations en route to the destination of the most distant shipment.

ITEM 804. **DOD-APPROVED CARRIER**: A carrier which has met the requirements established by HQMTMC, and has received a notice of acceptance into the DOD Personal Property Program. A carrier must have DOD approval within the specific states before filing rates within those states. Information regarding DOD approval can be obtained from the Commander, Headquarters, Military Traffic Management Command, Deputy Chief of Staff for Passenger & Personal Property, Carrier Qualifications & Performance Branch (MTPP-HQ), Hoffman Building II, 200 Stovall Street, Alexandria, Virginia 22332-5000, telephone (703) 428-3279.

ITEM 805. **DUALITY**: Two or more rates of a carrier, simultaneously applicable for the same code of service for the same origin/destination combination.

ITEM 806. **ELECTRONIC DATA INTERCHANGE (EDI)**: The computer-to-computer exchange of data from common business documents using standard data formats.

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CHAPTER IX - ADDITIONAL INFORMATION

ITEM 900.

LISTING OF DOMESTIC PPSOs AND GBLOCs

<u>NAME OF PPSO</u>	<u>GBLOC</u>	<u>NAME OF PPSO</u>	<u>GBLOC</u>
<u>ALABAMA</u>		<u>CONNECTICUT</u>	
FT RUCKER	FHAT	NSB NEW LONDON	AMNS
MAXWELL AFB	FKFL		
REDSTONE ARSENAL	FIAM	<u>DELAWARE</u>	
		DOVER AFB	ASFL
<u>ALASKA</u>		<u>FLORIDA</u>	
EIELSON AFB	MAFL	EGLIN AFB	CTFL
FT GREELY	MAAT	FISC JACKSONVILLE	CNNQ
FT WAINWRIGHT	MBAT	MACDILL AFB	CSFL
JPPSO-ANC, ELMENDORF AFB	MBFL	NAS KEY WEST	CQNL
SEVENTEENTH CGD JUNEAU	MAPK	NAS PENSACOLA	CONT
USCG ISC, KODIAK	MAPS	PATRICK AFB	CMFL
		SEVENTH CGD MIAMI	CLPK
		TYNDALL AFB	CPFL
<u>ARIZONA</u>		<u>GEORGIA</u>	
DAVIS-MONTHAN AFB	KGFL	FT BENNING	CFAT
FT HUACHUCA	KDAK	FT GORDON	CGAT
LUKE AFB	KEFL	FT MCPHERSON	CFAK
MCAS YUMA	KDML	FT STEWART	CHAT
		MCLB ALBANY	CFMQ
<u>ARKANSAS</u>		MOODY AFB	CKFL
LITTLE ROCK AFB	HVFL	NSCS ATHENS	CGNT
		ROBINS AFB	CFFQ
<u>CALIFORNIA</u>		<u>IDAHO</u>	
BEALE AFB	LIFL	MOUNTAIN HOME AFB	JLFL
EDWARDS AFB	LNFL		
MCAGCC 29 PALMS	LIMT	<u>ILLINOIS</u>	
MCB CAMP PENDLETON	LFMT	NTC GREAT LAKES	GLNT
NAF EL CENTRO	LENL	ROCK ISLAND ARSENAL	GLAM
NAS LEMOORE	LGNL	SCOTT AFB	GKFL
NAVAIRWPNCTR CHINA LAKE	LENV		
NCBC PORT HUENEME	LDNP	<u>INDIANA</u>	
NTC FT IRWIN	LKAT	CRANE DIVISION, NSWC	GONM
PRESIDIO OF MONTEREY	LHAT		
SAN DIEGO	LKNQ	<u>KANSAS</u>	
SEAL BEACH	LENQ	FT LEAVENWORTH	KPAT
USCG ISC ALAMEDA	LHNQ	FT RILEY	KOAT
VANDENBERG AFB	LGFL	MCCONNELL AFB	KOFL
<u>COLORADO</u>			
JPPSO-COS, COLORADO SPRINGS	KKFA		